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NEW YORK STATE  
DEPARTMENT OF FARMS AND MARKETS  
Berne A. Pyrke, Commissioner,  
Albany, N. Y.

NEW YORK AND PENNSYLVANIA GRAPE DEAL.

Season of 1923.

-Summary By-  
Mark F. O'Donnell,  
Inspector.

Buffalo, N. Y.  
December 1923.

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SUMMARY

New York and Pennsylvania Grape Deal  
Season of 1923.

Issued from  
Buffalo Office.

By Mark F.O'Donnell  
Inspector.

This summary is based on data collected in connection with the Special Grape Market Report carried on during the past season as a joint project by the New York Department of Farms and Markets, the Pennsylvania and Michigan Bureau of Markets, and the U.S. Bureau of Agricultural Economics.

Reports of market conditions on grapes were issued from the Buffalo office from September 26th to October 20, 1923.

Pre-harvest Indications.

Early pre-harvest estimates made by the Federal Division of Crop Estimates pointed to a lessened production of grapes in the United States compared with the 1922 crop, as will be noted in -  
Table No. 1.

Table No. 1.

Condition and Forecast of Production, 1922 and 1923.

	Condition			Condition			Production, (000 omitted)	
	September 1st			October 1st			1922 sub- ject to final re- vision, in: December	1923 fore- cast from condition Oct. 1st
	10 yr 1922 avg.	1923		10 yr 1922 avg.	1922	1923	Pounds	Pounds
	P.ct	P.ct	P.ct	P.ct	P.ct	P.ct		
New York	76	96	69	73	98	65	210,000	124,372
N. Jersey	83	92	89	81	90	84	4,505	4,178
Penna.	77	92	83	74	90	83	50,000	36,026
Virginia	77	78	75	75	60	75	2,900	4,032
N. Carolina	81	84	83	78	83	81	11,760	11,514
Ohio	77	92	81	75	90	83	45,000	40,128
Indiana	81	84	80	79	92	82	8,836	7,692
Illinois	80	95	85	79	97	81	12,740	10,854
Michigan	77	95	78	76	93	72	127,500	86,229
Iowa	78	92	90	80	95	89	13,000	11,748
Missouri	74	96	76	72	93	77	14,700	11,710
Kansas	64	94	70	62	90	70	6,768	4,959
Washington	86	84	90	85	80	85	3,784	3,741
California	87	95	83	86	96	83	3,320,000	3,190,674
Total above States	77.7-88.5 - 80.8 - 84.4 - 95.6 - 81.9						-3,831,493.	-3,547,857.

United

States---83.1 - 94.1- 82.2- 81.8- 95.4- 81.8- 2 870 240 2 526



The decline in estimated production in important Eastern producing sections is particularly noticeable in Table No. 2, which tabulation is based on conditions October 1, 1923, as reported by U.S. Bureau of Agricultural Economics.

Table No. 2.

States	Condition October 1st.			Production, (000 omitted)	
	10 year average	1922	1923	1922 subject to final revision in December.	1923 forecast from condition October 1st.
	P.ct	P.ct	P.ct	Pounds	Pounds
New York	73	98	65	210,000	124,372
Pennsylvania	74	90	83	50,000	36,026
Iowa	80	95	89	13,000	11,748
Michigan	76	93	72	127,500	86,229
Missouri	72	93	77	14,700	11,710
Ohio	75	90	83	45,000	40,128
Average	75	93.2	78.2	459,200	310,213

The figures in Table No 2, indicate a production estimate in Eastern states of approximately 310,213,000 pounds in 1923, compared with 459,200,000 pounds for the 1922 season, a decrease of about thirty-three per cent. However, the 1923 forecast indicated a production 3.2 per cent greater than the average for the past ten years.

#### Market Situation at Start of Deal.

About the time of the first carlot shipments of New York and Pennsylvania Concord grapes September 27th, the markets of the country were generally over supplied with all kinds of fruits.

Grapes from California and Michigan were in liberal supply in Eastern markets, as a result the season opened with f.o.b. prices much lower than those of the past few seasons. With an abundance of cheap fruit on the market, demand was limited at the prices quoted, and a further reduction was necessary in order to place the grapes in the hands of the consumer at a figure at which they would take them readily.

The bulk of the New York and Pennsylvania grapes were marketed between September 27, and October 20th. The supply was insufficient to meet the demand at the close of the season, and the market was strong at top prices.



Movement For The Season.

The first carlot shipments from New York and Pennsylvania moved about the same date as last season, but the movement in general was about one week later than normal, due to a spell of cool weather early in September, which retarded maturity.

A comparison of monthly shipments for the past three years follow

New York and Pennsylvania Grape Shipments for Past Seasons.

Month.	1921		1922		1923	
	New York cars	Penna. cars	New York cars	Penna. cars	New York cars	Penna. cars
August	72	0	17	0	6	0
September	1319	183	1365	153	670	31
October	1058	207	5567	1314	3373	769 (To-
November	2	0	458	47	137	51 (19th)
Seasons						
Totals-	2451	390	7407	1514	4186	851

Comparing carlot shipments from New York State for 1922 up to and including November 20th, of 7407 cars with carlot shipments to the same date in 1923, 4186 cars, discloses a reduction of 3221 cars less than was required to move the abnormal 1922 harvest, or approximately forty-four per cent. Pennsylvania shipped a total of 1514 cars for the same period in 1922, and 851 cars in 1923, a reduction of 663 cars, or approximately forty-four per cent.

The following extract is published from a Bulletin of the California Department of Agriculture:

Increased Production Due to New Vineyards in California.

"Another cause for a greater number of cars for interstate shipments being required from now on, and for the next few years, is the production of grapes both table and wine, from young vineyards. In the last few years extensive acreages were planted, and the product from these new plantings will increase in tonnage for several years to come. This is true of several varieties of table grapes, and for the Malagas in particular, the acreage of which surpasses all the other varieties together. The plantings of Malaga grapes in the past three years gives an idea of this increase.

	-1920-	-1921-	-1922-
Malaga Grapes-	7,070 acres	13,384 acres	9,825 acres
Will come into bearing-	1922	1923	1924
Total increase of Malagas-			30,279 acres.

"Malaga vines in their prime bear from three to five tons per acre. This gives an idea of the increase in tonnage for this grape alone within the next five years."



### California Grapes To Raisins.

The U.S. Department of Agriculture, - "Weather, Crops and Markets", reviews the movement of California grapes in the issue of November-3rd, 1923:

"California grape crop was estimated in October at 3,190,674,000 pounds; or eighty-eight per cent of the United States forecast of 3,586,972,000 pounds; corresponding figures for 1922 were- 3,320,000,000 and 3,870,342,000 pounds. According to an estimate released in March, California had 612,098 acres planted to grapes of which 163,267 were planted in 1921 and 1922 and may be assumed to have been nonbearing in the present season.

Approximately one million tons of fresh grapes will be required the report continues, to produce this year's raisin output of- 235,000 tons. This means that to obtain a certain quantity of raisins requires at least four times the quantity of fresh grapes.

Thus out of California's total estimated production of 1,595,337 tons of grapes, only 595,337 tons will be available for shipment as fresh fruit within and without the state. These figures make clear the reason why California with such unparalleled grape production, markets scarcely more than one-third of its crop as fresh fruit.

If no raisins were made and none of the crop used for juice purposes in California, that state might be expected to have a carlot movement this year of 132,945 cars instead of a possible 48,000 cars".

### Car Supply Adequate.

An adequate supply of refrigerator cars to meet the need of shippers marketing the New York and Pennsylvania grape crop was available throughout the season, an agreeable contrast to the difficulty experienced last season.

### Shipments by Trucks.

Truck shipments accounted for considerable tonnage during the past season; no data is available which will permit even an estimate of the quantity thus distributed. Figures compiled by the "GRAPE BELT" estimate 1450 tons trucked out of the Chautauqua district in 1922, and grapes used locally, sold at roadside markets, and for all other purposes at 550 tons. The bulk of the crop from the Hudson Valley is distributed by trucks, Boston and New York City absorbing the heaviest tonnage. Grapes from vineyards in the vicinity of Buffalo and Rochester are mostly trucked to these respective markets, and furnish the bulk of their supplies.

In addition to grapes trucked to Buffalo and Rochester, there were 1343 cars of California grapes shipped to Buffalo up to- December 15th, and 800 cars shipped to Rochester.



### Grapes to Juice Plants.

Tabulations have not been completed as to the tonnage absorbed by Grape Juice plants during the past season.

The "Grape Belt" report on the 1922 harvest quotes the following:

#### "Grapes Used by Grape Juice Plants in 1922".

Grapes received by wagons	10,855 tons,
Grapes received by cars	<u>3,705 tons.</u>
Total--	14,560 tons.

Percentage of crop used by Grape Juice plants  $18\frac{1}{2}$  per cent."

There was relatively little contracting by Juice plants in 1923, the bulk of their purchases being based on market quotations from day to day.

### Disease and Insect Pests.

The following resumé of the disease and insect pest damage to the 1923 crop was submitted for this summary through the courtesy of Mr. Frederick Z. Hartzell, Associate in Research Vineyard Laboratory, New York Agricultural Experiment Station.

"The grape leaf-hopper was present in about 2000 acres of the 3000 acres of grapes in this belt in New York, and the damage was sufficient to cause a light growth of wood for next year's crop. The leaf-hopper while present did not affect the quality of the fruit as much in 1923 as in 1922, due to the light crop the latter year.

It should be said that the very serious drouth last summer also affected the wood growth very much.

The grape root-worm was serious in many vineyards, but in general not as numerous as in past years.

Grape berry-moth was not as serious as in 1922, but was serious in some vineyards.

I do not believe there was any increase in acreage, for the new planting would just about equal the acreage pulled out. I have been told that in regions outside of this belt there has been a considerable increase in acreage. The yield would run perhaps 1.6 tons per acre.

There was no damage from frost in Chautauqua county, but some in the Eastern end of the belt, but the extent has not been determined.

The wood indication for next year's yield is for a lighter crop than this season.

I might add that there has been a serious attempt to market more of the crop in two, and four quart baskets, and the returns from these have netted at least fifty per cent more than in twelve quarts. It seems that this is the logical method of off setting the ever increasing California competition".



Grapes to Juice Plants

Tabulations have not been completed as to the tonnage absorbed by Grape Juice plants during the last season. The "Grape Belt" report on the 1922 harvest quotes the following:

"Grapes Used by Grape Juice Plants in 1922"

Grapes received by wineries 10,555 tons  
Grapes received by canneries 3,307 tons  
Total 14,862 tons

Percentage of crop used by Grape Juice plants 18.7 per cent.

There was relatively little concentration of juice plants in 1922, the bulk of their purchases being made on rather scattered lots day to day.

Literature and Insect Notes

The following review of the disease and insect pest damage to the 1923 crop was submitted for the summary through the courtesy of Mr. Frederick E. Kottrell, Assistant to the Director, Laboratory, New York Agricultural Experiment Station.

The grape leaf-hopper was present in about 2000 acres of the 3000 acres of grapes in the belt in New York, and the damage was sufficient to cause a light growth of wood for next year's crop. The leaf-hopper was present but did not affect the quality of the fruit as much as in 1922, due to the light crop the latter year. It should be noted that the very serious drought last summer also affected the wood growth very much.

The grape root-worm was serious in many vineyards, but in general not as numerous as in past years. Grape berry-moth was not as serious as in 1922, but was serious in some vineyards.

I do not believe there was any increase in acreage, for the new planting would not equal the acreage pulled out. I would think that in regions outside of this belt there has been a considerable increase in acreage. The yield would run perhaps 1.5 tons per acre.

There was no damage from frost in Ontario county, but some in the Eastern end of the belt, but the extent has not been determined.

The wood indication for next year's yield is for a lighter crop than this season, but owing to the drought it is difficult to say. I might add that there have been no serious attempts to market more of the crop in two years than in the past, and the reason from these have netted at least fifty per cent more than in twelve years. It seems that this is the logical method of self setting the ever increasing California competition.



Analyzing the foregoing figures it will be noted that Michigan shipped 6020 cars averaging ten tons in 1922, and only 3870 cars in 1923; The average price was \$65.00 per ton in 1922, and \$55.29 in 1923. The crop had a money value at shipping points in 1922 of approximately \$3,913,000, and in 1923 \$2,139,723, a decrease of \$1,773,277, or about forty-seven per cent.

New York shipped 7407 cars in 1922 and 4186 cars to November 20th, in 1923; The average price was \$70.00 per ton in 1922, and \$68.66 in 1923. The crop had a money value at shipping points of \$5,184,900 in 1922, and \$2,874,107 in 1923, a decrease of \$2,310,793, or about forty-four per cent.

Pennsylvania shipped 1514 cars in 1922, and 852 cars in 1923 to November 20th. The average price was \$70.00 per ton in 1922, and \$68.66 in 1923. The crop had a money value at shipping points of \$1,059,800 in 1922, and \$584,983 in 1923, a decrease of \$474,817, or Forty-five per cent.

According to this method of computation, which of course gives only approximate results, New York and Pennsylvania grapes brought a return to growers of \$6,244,700 in 1922 compared with \$3,459,090 in 1923, a decrease of \$2,785,610, or about 44½ per cent.

#### Destinations New York and Pennsylvania Grapes.

New York grapes were primarily destined to 328 individual points, and Pennsylvania to 106 points. The states receiving the bulk of New York and Pennsylvania's crop were, New York, Pennsylvania, New Jersey, Connecticut, Ohio and Massachusetts, altho thirty cars were billed to Memphis, Tenn.

Philadelphia was the original billing point for 451 cars, while Pittsburg was second with 245 cars, Boston third with 189 cars, New Haven fourth with 178 cars. Thus approximately twenty-five percent of the movement was originally billed to these four cities.

While diversions on these shipments must be accounted for to obtain final destination figures on the crop, it is not likely that this additional information would alter appreciably the original billings.



Primary Destinations of Michigan, Penn.-New York  
Shipments to Markets Handling  
Ten Cars or More During Season of 1923.

	Mich.	Penn.	New York		Mich.	Penn.	New York
Allentown	2	--	48	Kenosha, Wis.	4	-	-
Akron	14	3	8	Kenosha, Boat	6	-	-
Altoona, Pa.	7	2	12	La Salle	9	-	9
Albany, NY	4	-	11	Louisville,	55	1	2
Alliance,	24	2	-	Memphis,	8	-	30
Ardmore,	0	10	-	Milwaukee,	132	5	6
Baltimore,	10	-	33	Minneapolis,	103	-	-
Bay City, Mch.	14	-	-	Mc Keesport,	-	-	14
Beaver Falls,	3	1	16	Mt Carmel	-	-	12
Bethlehem, Pa.	4	11	61	Nashville,	12	-	-
Bellaire, Ohio	2	-	8	N. Britain, Ct	17	-	9
Birmingham,	10	-	-	N. Haven, Ct.	1	9	169
Blue Island, Ill	67	-	-	New York,	9	22	58
Boston, Mass.	11	13	176	Newark, NJ	2	9	116
Bridgeport, Ct	2	5	11	N. Castle	-	18	14
Brooklyn,	12	72	61	North East	-	57	10
Buffalo, NY	13	-	2	Northampton,	-	1	26
Brockport,	-	4	12	Oil City, Pa.	-	2	14
Canton,	28	4	2	Overbrook, "	-	24	51
Charleston,	20	-	1	Old Forge "	-	1	10
Chicago, (Frt)	452	2	36	Peoria, Ill	13	-	-
Chicago, (Boat)	534	-	-	Philadelphia,	26	37	414
Cincinnati,	136	-	7	Pittsburg,	340	52	193
Clearing,	25	-	-	Providence,	14	3	28
Cleveland, O	55	15	37	Pitts, Pa.	-	25	32
Columbus,	47	-	1	Patterson,	-	-	13
Dayton, Ohio	20	-	-	Passaic, NJ	-	-	15
Detroit. Mch.	266	-	-	Portland,	-	-	13
Denver, Col.	17	-	-	Pittston,	-	-	13
Duluth, Minn.	16	-	-	Rochester,	2	-	12
Donora, Pa	-	1	9	Rockford Ill	11	-	-
Elgin,	10	-	-	Richmond,	2	-	14
Evansville	11	-	-	Springfield,	31	8	35
Elizabeth,	-	-	10	Steelton, Pa	7	1	22
Flint, Mch	19	-	1	Sharon,	-	10	1
Forest City	-	-	11	Smithton, Pa	-	2	9
Greensburg, Pa	4	-	9	Swissvale, Pa	-	8	14
Green Bay	11	-	-	St Louis	176	-	3
Hazleton, Pa	5	9	22	St Paul	47	-	-
Harrisburg, Pa	5	-	7	Scranton, Pa	26	1	23
Hartford Ct	14	-	15	Sheboygan,	23	4	3
Hancock,	10	-	-	Sioux City	13	-	-
Hutchinson,	14	-	-	Toledo, O	63	-	-
Huntington WV	15	-	2	Troy,	2	-	8
Hoboken, NJ	-	15	34	Tulsa, Okl	13	-	-
Indianapolis,	34	-	1	Trenton,	-	-	14
Irwin, Pa	4	1	5	Watuppa, Mass	2	-	12
Jackson,	15	-	-	Waterbury, Ct	14	-	22
Jersey City	5	29	116	Washington	43	-	9
Johnstown	12	-	5	Wheeling	17	-	23
Joliet,	12	-	1	Wilkes Barre	6	2	10
Kansas City	30	-	-	Westfield	-	-	63



Prices Prevailing On Following City Markets For Mich. Grapes

Concord 12-qt. Climax Baskets.  
(Sales to Jobbers)

Chicago - Cincinnati - Detroit - Pittsburg - St Louis - Cleveland.

					Per Ton	Per Ton.
Sept.	27-	70-75¢	80-90¢	80-85¢	80-90¢	
"	28-	65-70¢	75-80¢	75-80¢	85-90¢	\$100. -----
Oct.	1-	65-70¢	75-80¢	---	70-75¢	\$80-\$85. -----
"	2-	60-65¢	75-80¢	60-65¢	65-70¢	\$70-\$80. -----
"	3-	70-75¢	70-75¢	60¢	75-80¢	\$80. -----
"	4-	70-75¢	70-80¢	60-65¢	---	-----
"	5-	70-75¢	70-80¢	60-70¢	80-85¢	\$90. \$75.
"	8-	65-70¢	75-80¢	75¢	75-80¢	\$90. \$80-\$85.
"	9-	---	75¢	---	75-80¢	\$90. \$80-\$85.
"	10-	65-70¢	75¢	---	75-80¢	\$85. \$80-\$85.
"	11-	60-65¢	75¢	---	75-80¢	\$80. \$80-\$85.
"	12-	60-65¢	---	70-75¢	70-72½¢	-----
"	15-	65-70¢	65-70¢	---	70¢	\$75. -----
"	16-	65-70¢	65-70¢	---	65-70¢	\$75. -----
"	17-	68-70¢	65-70¢	60-70¢	70-80¢	\$75-\$80. \$70-\$75.
"	18-	60-65¢	65-70¢	60-65¢	---	\$80. \$85-\$90.
"	19-	65-75¢	65-70¢	60-65¢	80-85¢	\$80-\$85. \$75-\$85.

Prices For New York and Pennsylvania Grapes.

Concord 12-qt. Climax Baskets.  
(Sales to Jobbers)

Boston - New York - Philadelphia - Pittsburg - Cleveland.

					Per Ton.
Sept.	27-	75¢-\$1.00	75-85¢	---	90-95¢ -----
"	28-	---	75-85¢	85¢	90-95¢ -----
Oct.	1-	---	70-80¢	70-77½¢	72½-75¢ -----
"	2-	---	75-80¢	70-75¢	70-75¢ -----
"	3-	---	75-85¢	72½-75¢	80-85¢ -----
"	4-	75-85¢	75-80¢	75¢	80-85¢ -----
"	5-	75-85¢	75-80¢	72½-75¢ (c. l. a)	85-90¢ -----
"	8-	75-80¢	75-85¢	70-73¢	80-85¢ \$85-\$90.
"	9-	85¢	75-85¢	70-73¢	80-85¢ \$85-\$95.
"	10-	85¢	75-85¢	67½-70¢	80-85¢ \$85-\$90.
"	11-	85¢	75-85¢	67½-70¢	82½-85¢ \$80-\$90.
"	12-	---	---	72-75¢	75-80¢ \$75-\$80.
"	15-	80-85¢	75-80¢	67½-72¢	75-80¢ -----
"	16-	70-85¢	75-80¢	70-72½¢	70-80¢ -----
"	17-	80-85¢	75¢	72½-77½¢	80-85¢ \$70-\$75.
"	18-	70-85¢	75-80¢	80¢	80-85¢ \$85-\$90.
"	19-	70-85¢	75-80¢	80-82¢	85-90¢ \$75-\$85.



Prices Prevailing on Following City Markets For Grapes.

Concord, 4-qt. Climax Baskets.

( Sales to Jobbers )

Chicago - Cincinnati - Detroit - Pittsburg.

Sept. 27-	29-30¢	32¢	33¢	38¢
" 28-	27-28¢	30-32¢	32-33¢	35-38¢
Oct. 1-	29-30¢	30-31¢	---	35-38¢
" 2-	29-30¢	30¢	29-30¢	32-35¢
" 3-	29-30¢	30-32¢	29-30¢	32½-37¢
" 4-	28-30¢	29-31¢	29-30¢	32-35¢
" 5-	28-30¢	30-32¢	30-31¢	35-38¢
" 8-	29-30¢	30-33¢	32-33¢	---
" 9-	---	30-32¢	---	35-38¢
" 10-	29-30¢	30-32¢	30-31¢	35-40¢
" 11-	30-32¢	30-31¢	---	37-38¢
" 12-	27-29¢	---	30-31¢	---
" 15-	30-32¢	30-31¢	---	---
" 16-	30-33¢	30-32¢	---	35-38¢
" 17-	32-33¢	30-31¢	28-29¢	38¢
" 18-	32-33¢	30-31¢	28-29¢	35-38¢
" 19-	32-33¢	30-31¢	28-29¢	35-38¢

Prices Prevailing on Following City Markets For Grapes.

Concord, 2-qt Climax Baskets.

(Sales to Jobbers)

Philadelphia-Pittsburg - Boston.

Sept. 27-	----	----	20-22¢
" 28-	24-25¢	----	----
Oct. 1-	23-24¢	----	25¢
" 2-	22-23¢	----	23-25¢
" 3-	18-20¢	22-23¢	23-25¢
" 4-	20-21¢	22¢	20-25¢
" 5-	17-18¢	22¢	25¢
" 8-	17-18¢	20-22¢	20-23¢
" 9-	17-18¢	----	20-23¢
" 10-	18-19¢	----	20-25¢
" 11-	19¢	----	20-23¢
" 12-	----	20-22¢	----
" 15-	----	20-22¢	20-23¢
" 16-	----	20-22¢	20-23¢
" 17-	----	----	20-23¢
" 18-	22¢	----	20-23¢
" 19-	20-22¢	----	20-23¢



Grpaes For The Table.

While coston has established the 12-quart basket as the proper package for marketing grapes, a concerted movement was in evidence in several shipping sections the past season to push the sale of table stock. A considerable number off cars of grapes in 2-quart Climax baskets, or "Pony" baskets, have been marketed, particularly in the Central Lakes Section of New York State. Most cars contained several varieties of which Concords predominated, followed in order of importance by Delawares, Niagaras and Wordens. By reason of the fact that a car holds about 6000 Pony baskets, most receivers prefer several varieties in the load. This package has had a fair reception by consumers, and prices paid have been relatively high.

C.L. Brown, Federal Market News Reporter at Rochester, estimates about two hundred cars shipped in this style of package from this section this season.

Estimates from the Pennsylvania section of the Chautauqua belt indicate that about eight per cent of this year's crop was marketed in 2-quart and 4-quart baskets. No data is available from the Chautauqua section in New York State, but the "GRAPE BELT"-estimates that about one per cent of the 1922 harvest was offered as table stock.

California Grapes in Competetion With  
New York and Pennsylvania Grapes.

In order to determineto what extent California grapes were in competetion with the New York and Pennsylvania movement, reference was made to reports issued daily during the season for the principal primary markets, which show that between September 26th and October 20th, car arrivals of California grapes at Boston were 1254 cars, Chicago-2356 cars, Cleveland 306 cars, Cincinnati 78 cars, Detroit 346 cars, New York City 3042 cars, Philadelphia 358 cars, Pittsburg 1051 cars, St Louis 217 cars, a total of 9088 cars, or approximately twice the total production of New York and Pennsylvania vineyards for the 1923 season.

More Grapes Shipped This Season.

While the pre-harvest indications pointed to a lessened production of grapes in 1923 compared with the 1922 harvest, reports from the Federal Bureau of Agricultural Economics for December 11th, discloses an actual increase of 2045 cars over the total shipments for 1922. A decrease of 6555 cars in other sections is overcome by an increase of 8600 more cars shipped from California than in 1922, this is due probably to a more adequate car supply than was available last season.

Total Shipments For all Sections For the Past  
Two Seasons to December 8th.

	1923	Total Last Season	Increase	Decrease	Net Inc.
No. California	19249	15264	3984	-	-
Cent. California	29626	24207	5419	-	-
So. California	3615	4418	-	803	-
All other sections	9419	15974	-	6555	-
Total-	61909	59863	9403	7358	2045



Warlot Shipments by Sections.

1921 - 1922 - 1923.

Loading Point.	-Pennsylvania-	1921	1922	1923
		cars	cars	cars
North East		133	653	337
Spencers		63	178	121
Sero		55	95	35
Remington		23	131	71
State Line		49	102	58
Mooreheads		33	182	90
Harbor Creek		-	275	133
Totals-		356	1616	845

- New York, Chautauqua Section. -

State Line		-	143	101
Ripley		124	488	238
Forsyth		82	225	151
Westfield		85	161	124
Gales		65	56	63
Walkers		13	60	48
Mintons		57	101	68
Pomfret		-	48	35
Portland		124	569	263
West Portland		33	97	34
Brocton	) Bunched for	38		91
Brainards		27		122
Wolebens	) 1922	-		34
Whitmires		-	678	7
South Street	) 1922	7		22
Concord		53		71
Prospect	) 1922	-		15
Mayville		1	22	16
Van Buren		23	150	56
Dunkirk		9	145	43
Fredonia		98	221	102
Nortons		-	119	66
Wilburs		1	10	15
Laona		3	77	55
Waits Crossing		-	15	10
Sheriden		41	197	143
Forestville		16	197	135
Smith Mills		4	126	40
Perrysburg		14	30	18
West Perrysburg		-	32	66
Silver Creek	) Bunched for	72		
Irving		35	662	315
No. Sheriden	) 1922 & 1923	59		
Angola		9	163	59
Farnham		2	50	17
Derby		-	9	5
Totals-		1095	4901	2648

(No data available covering other New York Sections.)



Cost of Packing Table Stock.

The price pooled by the C. & E. sales committee to the local on table grapes of the Association pack were  $16\frac{1}{4}\text{¢}$  on two quarts, and  $25\frac{1}{2}\text{¢}$  on four quarts. From these amounts the local deducted the expense of baskets and packing. In the case of the Brocton packing house, two quart baskets cost  $3\text{¢}$  and packing  $2\frac{1}{2}\text{¢}$ , making a total of  $5\frac{1}{2}\text{¢}$  and leaving the growers  $10\frac{3}{4}\text{¢}$ . The four quart baskets at the same packing house cost  $4\text{¢}$  making a total of  $7\frac{3}{4}\text{¢}$ , and leaving the grower  $17\frac{3}{4}\text{¢}$ . The packing charge included not only actual labor but overhead of all kinds.

New York State Joins in Movement to  
Prevent Rate Discrimination on Grapes.

At the annual meeting of the Chautauqua and Erie Grape-Growers Association, a report was given on the hearing held before the trans-continental freight bureau at Chicago, on the requested reduction to one dollar per hundred on California grapes shipped in barrels and treated to prevent fermentation. No decision has been rendered to date.

The Inter-state Commerce Commission has been holding a hearing at San Francisco on the application of the California grape growers supported by numerous chambers of commerce, and the California state railroad commission, for a reduction of about seven dollars per ton on grapes. As a result of this New York State growers have held conferences with attorneys representing trunk lines east of Chicago, and also with Commissioner Pyrke of the New York State Department of Farms and Markets at Albany, who has filed a brief against this movement, contending that if this reduction is granted without a corresponding reduction in New York State, it will prove a serious blow to our grape industry.



